

PREVAILED

Roll Call No. \_\_\_\_\_

FAILED

Ayes \_\_\_\_\_

WITHDRAWN

Noes \_\_\_\_\_

RULED OUT OF ORDER

## HOUSE MOTION \_\_\_\_\_

MR. SPEAKER:

I move that Engrossed Senate Bill 350 be amended to read as follows:

- 1 Delete the title and insert the following:
- 2 A BILL FOR AN ACT to amend the Indiana Code concerning
- 3 transportation.
- 4 Page 1, between the enacting clause and line 1, begin a new
- 5 paragraph and insert:
- 6 "SECTION 1. IC 8-15-2-1 IS AMENDED TO READ AS
- 7 FOLLOWS [EFFECTIVE JULY 1, 2001]: Sec. 1. (a) In order to
- 8 remove the handicaps and hazards on the congested highways in
- 9 Indiana, to facilitate vehicular traffic throughout the state, to promote
- 10 the agricultural and industrial development of the state, and to provide
- 11 for the general welfare by the construction of modern express highways
- 12 embodying safety devices, including center division, ample shoulder
- 13 widths, long sight distances, multiple lanes in each direction, and grade
- 14 separations at intersections with other highways and railroads, the
- 15 authority may:
- 16 (1) construct, reconstruct, maintain, repair, and operate toll road
- 17 projects at such locations as shall be approved by the governor;
- 18 (2) in accordance with such alignment and design standards as
- 19 shall be approved by the authority and subject to IC 8-9.5-8-10,
- 20 issue toll road revenue bonds of the state payable solely from
- 21 funds pledged for their payment, as authorized by this chapter, to
- 22 pay the cost of such projects;
- 23 (3) finance, develop, construct, reconstruct, improve, or maintain
- 24 public improvements, such as roads and streets, sewerlines,

waterlines, and sidewalks for manufacturing or commercial activities within a county through which a toll road passes if these improvements are within the county and are within an area that is located:

(A) ten (10) miles on either side of the center line of a toll road project; or

(B) two (2) miles on either side of the center line of any limited access highway that interchanges with a toll road project;

(4) in cooperation with the Indiana department of transportation or a political subdivision, construct, reconstruct, or finance the construction or reconstruction of an arterial highway or an arterial street that is located within ten (10) miles of the center line of a toll road project and that:

(A) interchanges with a toll road project; or

(B) intersects with a road or a street that interchanges with a toll road project;

(5) assist in developing existing transportation corridors in northwestern Indiana; and

(6) exercise these powers in participation with any governmental entity or with any individual, partnership, limited liability company, or corporation.

(b) Notwithstanding subsection (a), the authority shall not construct, maintain, operate, nor contract for the construction, maintenance, or operation of transient lodging facilities on, or adjacent to, such toll road projects.

**(c) As used in this subsection, "excess revenue" means the amount of the authority's total income that exceeds the authority's operating expenses in a fiscal year. To the extent allowed by any trust indenture for bonds or other obligations issued before July 1, 2001, that are payable from the authority's revenue, the authority shall set aside excess revenue to pay for projects authorized under subsection (a)(3) and (a)(4) in the subsequent fiscal year. The authority shall use the excess revenue to fund projects in each county through which the toll road passes. The authority shall allocate the excess revenue to projects in each county upon the basis that the population of each county bears to the total population of all the counties through which the toll road passes."**

Page 2, between lines 29 and 30, begin a new paragraph and insert:

"SECTION 5. IC 9-21-3-1 IS AMENDED TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2001]: Sec. 1. **Except as provided in section 1.5 of this chapter**, each traffic control signal on a street or highway within Indiana must conform with the standards, specifications, and warrants set forth in the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways.

SECTION 6. IC 9-21-3-1.5 IS ADDED TO THE INDIANA CODE

AS A NEW SECTION TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2001]: Sec. 1.5. (a) This section applies only to U.S. Highway 31 from the point where U.S. Highway 31 intersects with Interstate Highway 465 in Hamilton County to the point where U.S. Highway 31 enters the city limits of a city having a population of more than ninety thousand (90,000) but less than one hundred ten thousand (110,000).

(b) Notwithstanding paragraph 4C-2 of the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways, a traffic control signal should not be installed on the highway described in subsection (a) unless at least two (2) of the three (3) warrants set forth in subsection (c) are met.

(c) An investigation of the need for a traffic control signal on the highway described in subsection (a) should include at least an analysis of the factors contained in the following warrants:

(1) Warrant 1 (minimum vehicular volume).

(2) Warrant 2 (interruption of continuous traffic).

(3) Warrant 3 (minimum pedestrian volume).

(d) Warrant 1 is intended for application where the volume of the intersecting traffic is the principal reason for consideration of signal installation. The warrant is satisfied when, for each of any eight (8) hours of an average day, the traffic volumes set forth in the following table exist on the major street and on the higher-volume minor street approach to the intersection:

Number of lanes for moving traffic on each approach (total of both approaches)		Vehicles per hour on major street	Vehicles per hour on higher-volume minor street approach (one direction only)
Major Street	Minor Street		
1	1	1,000 (700)	300 (210)
2 or more	1	1,200 (840)	300 (210)
2 or more	2 or more	1,200 (840)	400 (280)
1	2 or more	1,000 (700)	400 (280)

Additionally, if traffic is moving more than forty (40) miles per hour, the amount expressed in parentheses in this table must be used.

(e) Warrant 2 applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor, intersecting street suffers excessive delay in entering or crossing the major street. The warrant is satisfied when, for each of any eight (8) hours of an average day, the traffic volumes set forth in the following table exist on the major street and on the higher-volume minor street approach to the intersection and the signal installation will not seriously disrupt progressive traffic flow:

	Number of lanes for moving traffic on each approach (total of both approaches)		Vehicles per hour on major street	Vehicles per hour on higher-volume minor street approach (one direction only)
	Major Street	Minor Street		
	1	1	1,500 (1,050)	150 (106)
	2 or more	1	1,800 (1,260)	150 (106)
	2 or more	2 or more	1,800 (1,260)	200 (140)
	1	2 or more	1,500 (1,050)	200 (140)

Additionally, if traffic is moving more than forty (40) miles per hour, the amount expressed in parentheses in this table must be used.

(f) Warrant 3 is satisfied when, for each of any eight (8) hours of an average day, both of the following traffic volumes exist:

(1) At least one thousand two hundred (1,200) vehicles enter the intersection from all directions per hour.

(2) At least three hundred (300) pedestrians enter the intersection per hour.

(g) As used in this section, "average day" means a day representing traffic volumes normally and repeatedly found at a location.

SECTION 7. IC 9-21-3-2 IS AMENDED TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2001]: Sec. 2. (a) Each traffic signal installation on a street or highway within Indiana may be erected only after the completion of traffic engineering studies that verify that the traffic signal control is necessary as set forth in:

(1) the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways; or

(2) section 1.5 of this chapter with respect to a highway described in section 1.5 of this chapter.

(b) If:

(1) the proposed installation is in the immediate vicinity of a school; and

(2) the installation does not meet the requirements of this section; the governmental unit responsible for the control of traffic at the location shall grant a special hearing on the question to a person who has properly petitioned for the installation of a traffic signal.

SECTION 8. IC 9-21-3-12 IS ADDED TO THE INDIANA CODE AS A NEW SECTION TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2001]: Sec. 12. (a) This section applies only to U.S. Highway 31 from the point where U.S. Highway 31 intersects with Interstate Highway 465 in Hamilton County to the point where U.S. Highway 31 enters the city limits of a city having a population of more than ninety thousand (90,000) but less than one hundred ten thousand (110,000).

1       (b) The Indiana department of transportation shall remove at  
2       least fifteen (15) stop lights from the highway described in  
3       subsection (a) in the safest manner possible. These stop lights must  
4       be removed within the time set forth in subsections (f) and (g). The  
5       department may employ either of the following alternatives at an  
6       intersection at which the department removes a signal control  
7       device under this section:

8           (1) Barricading the intersecting road or street to prevent the  
9           egress or ingress to U.S. Highway 31.

10          (2) Installing flashing lights at the intersection.

11       (c) The Indiana department of transportation may not install a  
12       stoplight or stop sign on U.S. Highway 31 after June 30, 2001. If  
13       there is a compelling need to facilitate the crossing of U.S. Highway  
14       31, the department shall construct an overpass or underpass at the  
15       particular intersection instead of installing a stoplight or stop sign.

16       (d) For each violation of this section, the Indiana department of  
17       transportation forfeits one million dollars (\$1,000,000). The  
18       department shall transfer the money forfeited under this section to  
19       the U.S. Highway 31 upgrade fund established under subsection  
20       (e).

21       (e) There is established the U.S. Highway 31 upgrade fund for the  
22       purpose of converting U.S. Highway 31 to a limited access highway.  
23       The fund consists of money transferred to the fund under this  
24       section. The fund shall be administered by the budget agency.  
25       Money in the fund at the end of a state fiscal year does not revert  
26       to the state general fund.

27       (f) The Indiana department of transportation shall remove at  
28       least six (6) stop lights under subsection (b) before January 1, 2002.  
29       For each violation of this subsection, the Indiana department of  
30       transportation shall forfeit one million dollars (\$1,000,000). The  
31       department shall transfer the money forfeited under this  
32       subsection to the U.S. Highway 31 upgrade fund established under  
33       subsection (e).

34       (g) The Indiana department of transportation shall remove the  
35       remaining number of stop lights required to be removed under  
36       subsection (b) before July 1, 2002. For each violation of this  
37       subsection, the Indiana department of transportation forfeits one  
38       million dollars (\$1,000,000). The department shall transfer the  
39       money forfeited under this subsection to the U.S. Highway 31  
40       upgrade fund established under subsection (e).

41       (h) The Indiana department of transportation shall transfer

1     **money forfeited under this section within thirty (30) days of the**  
2     **violation."**

3     Renumber all SECTIONS consecutively.  
      (Reference is to ESB 350 as printed April 6, 2001.)

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Representative Fry